OFFICIALS PLEASED WITH CAR SERVICE

Companies Claim That Conditions Growing Out of Strike Are Improving.

ALL LINES IN OPERATION ON REDUCED SCHEDULES

Outlook for Tonight Problema. cal Capital Traction Promises Only the 14th Street Branch.

Officials of both the street railway companies today expressed service rendered today and yeswill continue to do so.

Clarence P. King, president of the Washington Railway and Electric Company, early this morning stated that things were looking better in regard to the service his company was giving, that it was improving hourly and that some of the divisions started the day on practically full schedules.

on practically full schedules.

J. T. Moffett, superintendent of transportation of the same company, at noon stated that according to the latest reports he had received the railway had about seventy cars in service, or 60 per cent of the normal number for that time of day.

On some of the lines, where close headway is not required. Mr. Moffett stated the service is almost up to its intention.

stated, the service is almost up to its schedule; on others, where close headway is required, service was of necessity not so good. Suburban service he declared to be very good and practi-

cally normal.

Concerning service tonight. Mr. Moffett stated that the company expected to run cars to the best of its ability, and that, even with conditions remaining the same, at the time when heavy loads may be expected; namely, the opening and closing of the theaters, every effort would be made to improve. Changed circumstances might prevent a realization of this expectation, he added, but at present everything pointed to night service certainly no poorer

that on that division they would run until the theater-going crowds had been taken care of, but that it was felt best not to attempt to run cars late at night. Home-going crowds, therefore, unless conditions change materially, will not be able to avail themselves of unless conditions change materially, will not be able to avail themselves of service on the Capital Traction lines.

Members of the street car men's organization, when told of these statements made by officials of the two companies, scoffed at them, asserting that not more than one-fourth of the usual number of cars were operated this morning on the various lines of the two companies, even at the height of the morning rush period.

Good car service was given the patrons of the 14th street line, Pennsylvania avenue line and the W. R. & E. Co.'s H street line this morning, considering the conditions under which the cars were operated, according to observers at 15th street and New York avenue northwest.

Employes of the Treasury, White House, State, War and Navy departments, other government departments and of offices in the vicinity of 15th street and New York avenue northwest arrived practically in time for reporting to duty at 9 o'clock, although there were some who were a little late in reaching their places of employment.

Taxicab Co. Increases Service.

The Terminal Taxicab Company notified the public utilities commission this morning that it had thirty-seven cars in operation by 9 o'clock, and would have a total of sixty-four taxis running by noon. The qompany said it would keep this service in operation all night if the strike continued.

DISCUSS FREIGHT CONGESTION.

Congested conditions in freight terminals of trunk line railroads entering New York and other Atlantic coast seaports and the best way for the carriers and the shippers to relieve the situation were topics for discussion today at an informal conference between the interstate commerce commission, the railroads and all others

During a period of from ten minutes of 9 o'clock until one hour later fiftythree cars of the Capital Traction line passed the corner of 15th street and New York avenue in both directions. There were thirty cars on the 14th street line and the others on the Pennsylvania avenue line.

During the same period nineteen cars of the other line arrived at the terminus at 15th street and New York ave-

the Washington Railway and Electric Company line nine cars ar-rived at the terminus during the count the first ten minutes. At the same time five cars of the 14th street line and five of the Pennsylvania arenue line passed the corner, going in both directions.

Service on Other Lines.

The Washington, Baltimore and Annapolis line is not affected by the strike, according to an employe of the company, and all of the cars arrived and left the terminus at 15th street and New York avenue on time this

Service on the line of the Washington Railway and Electric Company to Lin-coln Park, Georgetown, Cabin John Bridge, 13th and D streets northeast,

FACE DISFIGURED

And Sore Eruptions. Large, Hard and Red. Caused Itching and Burning. After Two Weeks

HEALED BY CUTICURA SOAP AND OINTMENT

"For several years I was troubled with pimples and sore eruptions on my face. The pimples were large, rather hard and red, and came to a head. Then I would stay red and fester up again and so on. They were scattered all over my face and caused a great deal of itching and burning and my

face was greatly disfigured.
"After using all the remedi that I could get my hands on, I used Cuti-cura Soap and Ointment. I used them

according to directions and after about two weeks the pimples were gone and I was healed." (Signed) Vincent Harbeck Weaverville, N. Carolina, August 1, 1915.

Sample Each Free by Mail With 32-p. Skin Book on request. Ad-less post-card "Cuticura, Dept. T, Boo-en." Sold throughout the world.

During one hour, from 10:30 o'clock During one hour, from 10:30 o'clock this morning, forty-four cars of that company passed the corner of New York avenue at 14th street. Although many of the cars were well filled, none of them was overcrowded.

The cars in most instances were in the cars of what appear to be regular motormen, but the majority of the conductors were new men or employes from other branches of the company's service.

The trains of the Baltimore and Ohio railway coming in from Prince Georges

The trains of the Baltimore and Ohio railway coming in from Prince Georges county as far out as Laurel—the terminus of the City and Suburban Electric railway—were crowded with suburbanites this morning on their way to the various government departments. Most of these employes, upon reaching the Union station, ignored the few electric cars that were operating, and walked to their places of employment. The few cars that were operating and walked to their places of employment. The few cars that were running into Maryland were crowded to the doors before reaching Hyattsville, and the government employes here took no

the government employes here took no es and patronized the steam rail-way. Hundreds of children in nearby Maryland, pupils of the Washington schools, were kept home today, owing to the uncertainty existing as to their ability to return home this afternoon.

"Nifty" Strikebreaker on Duty.

One of the "niftiest" strikebreakers ried more than a comfortable number that has made his appearance in the city so far was working in the capacity their satisfaction over the car of a motorman today. He was dressed motor cyclists and he wore tan puttees,

ning a car."

A passenger who was smoking a cigar came out, onto the front platform of his car.
"You don't care if I smoke out here, do you. Mr. Vice President," said the

The "vice president" caused the motorman to throw back his shoulders and get fully an inch taller.

"Oh, no," he said. "Little things like that don't matter. Wish I had a smoke

Strikers' Mass Meeting

at Typographical Temple

The striking employes of the street railway companies gathered at Typographical Temple yesterday afternoon which soon developed into several meetings, . the overflow gatherings being accommodated in small rooms of

"The men must stick first, they must the down-town section or near the

oncerned.

The commission has set aside two days for discussion and hopes to find some way to solve a problem that has worried the carriers and shippers for several months. It is without power to lessen eastbound shipments by emto lessen eastbound snipments by em-bargoes, but could consider the justice of regulations which would tend to quicken consignees of freight in un-loading cars. Car shortage in the west will be taken up during the confer-

Putting More Parks on the Map.

From the Philadelphia Ledger.
It is very doubtful if there is a single city in the United States that is not underparked. A few, like Philadelphia, New York and St. Louis, enjoy a large area of parkage, but find it located in a single great plot-Eairmount, Central single great plot—Fairmount, Central or Forest Park. All the rest lack even more any handy areas of grass and trees where children and men and women can get a little of that summer airing which is the first need of life in a city. It is the most obvious of platitudes that any step to increase the park area, and particularly to create new parks in new districts, is a step to be ouickly taken.

parks in new districts, is a step to be quickly taken.

Philadelphia can acquire 600 acres of parkage, an area fully a sixth of Fairmount Park, if councils will assist the department of public works in plans for improving aand beautifying the land surround the city's filtration plants. Many of them are ideally located, both as to sites and as to neighborhood; they afford rare opportunities for creating beauty spots close to residential or industrial districts. The expense will be comparatively small; the gain too great to estimate.

The Cosmopolitan Menu.

From the Pittsburgh Gazette-Times.

A doubly hyphenated citizen of Philadelphia, Jerome Casey, a French-Irish-American, proprietor of a humble lunch counter, but who believes with the poet that he also serves who only stands and waits, has solved the problem of preserving the letter and the spirit of true neutrality in the conduct of his business. Until the other day he was distressed by frequent acrimonious disputes concerning the war, often leading to free fights among his cosmopolitan patronage, but since promulgating his universal menu he has had no more trouble. Here are some of the items: Hungarian goulash, Irish stew, German pot roast, Spanish mackerel, Scotch pheasant, Belgian hare, Italian spaghetti, Russian bear steak, Turkey sandwich, Norwegian herring, Swedish smelts, Swiss cheese sandwich, English fruit tart, French eclairs, Grecian green fig pudding, Arabian coffee, Chinese tea. delphia, Jerome Casey, a French-Irish-

A Change of Sentiment.

rom the Birmingham Age-Herald.
"How is the sentiment for world eace in this community?" "It was pretty strong until last

"What happened then?" "Our congressman announced that there was a good chance of getting a munitions plant located in this dis-

Piles Cured in 6 to 14 Days. agains refund money if PAZO ONTMENT to cure liching, Blind, Bleeding or Protrud-Piles. First application gives relief. 50c.—

(Continued from First Page.)

to his much larger brother. It hung in flowing folds nearly to his knees and at the neck it sagged badly. The urchin, perhaps five years old, danced from one foot to the other, slowly, solemnly, methodically. At regular intervals his mouth opened and he chirped, without enthusiasm, just as a matter of course:

"Theab, Theab!"

A brawny policeman standing on the opposite corner paid absolutely no attention to this demonstration of the mob spirit.

after 6 o'clock this morning. Before 9 o'clock many of the cars were run into the barn at 15th and H streets northeast, because they were not needed to handle the traffic. None of the cars that during the morning rush hours usually are crowded to the limit, carpassenger cityward bound appeared to have a seat. At the barn not more

terday, in view of the strike situation. Both traction lines seem to feel that conditions in transportation are steadily improving and the strike situation are steadily improving and the station of employment was in the station of At the 13th and D street office, the

remained around the barns for some time, but had nothing to do, as the motormen and conductors on strike seemed to stay away from the barns. At 9 o'clock seven men stood in a group across the street from the barns, one of whom was apparently engaged in noting the names of motormen and conductors operating the cars running out of the barns.

Normal Conditions in Rush Hours. A tour around the city failed to dis-

close any strikingly unusual conditions. Apparently the normal number of persons were walking to work, but there was no unusual number of taxicabs or other motor vehicles, even in

The men must stick first, they must stick to the union second and they added, but at present everything pointed to night service certainly no poorer and probably better than that of today.

On Capital Traction Lines.

J. H. Hanna, vice president and general superintendent of the Capital Traction Company, at noon stated that from the latest reports he had received about sixty-five cars of that company were in operation, or some 60 per cent of the number usually running at that time of day. If conditions remain as they are, Mr. Hanna said, the company did not expect to run cars tonight except on the 14th street branch. He explained that on that division they would runniff the theater-going crowds had been taken care of, but that it was felt best not to attempt to run cars take at night. Home-going crowds, therefore, unless conditions change materially, will not be able to avail themselves of

Good Service in Rush Hour.

Reports made by inspectors of the good service to have been given by the car companies during the rush-hour

period this morning.

Observations were taken of the service between 7 and 9 a.m. On no line was the headway found to be greater than ten minutes during this period.

On the Georgetown and 14th street lines of the Capital Traction Company a five-minute schedule was maintained. Seventh street cars, it is stated, were running every eight minutes.

Observations of service furnished by the Washington Railway and Electric Company showed a one-and-one-half-

Company showed a one-and-one-half-minute schedule on the Columbia line, three minutes on Mount Pleasant line; one and one-half to two-minutes on bureau of en&graving and printing line: ten-minutes on 11th street; ten-min-utes on East Capitol street line and

MORE RAIN PREDICTED.

Higher Temperature Will Prevail Tomorrow, However.

Visions of an umbrella parade for triking street car men are forecasted by the weather bureau, which predicts that this afternoon's sleet-snow-rain combination will turn into rain before the night is over. The rain is expected to continue tomorrow

Warmer weather will be ushered in by the rain, a temperature of 40 de-grees or more being predicted for to-morrow. This morning's coldest tem-perature was 29 degrees, one degree less claimed, ought to satisfy all weather claims of strikers and non-strikers

In Defense of Tennyson.

I don't see why more of my co emporaries cannot read Tennyson with pleasure, in spite of his unsalted pictures of moral perfection, his grav domestic answers to unanswerable moral questions, the complacency of his willingness to "forfeit the beast with which we are crossed," the many lines that might have been written While reading you must accept or while reading you must accept or forget the fact that Tennyson's moral world is a very orderly garden; that the poet himself is a thoroughly domesticated animal. You must read Tennyson for the beauty of the parts, overlooking the moral poverty of the whole, thankful that the parts are so often whole poems.

often whole poems.

And it is worth while to remember that Tennyson is filled with things that don't sound like the unreal Tenthat don't sound like the unreal Tennyson your memory has erected in his dishonor. True, he did model a King Arthur out of blanc mange, but he also called the body "this little city of sewers." And it is fair to ask, when Tennyson's Arthur seems more than you can bear, what Tennyson's Ulysses would have thought of Arthur.

Diplomatic Evasion.

From Case and Comment. When Richard Olney was Secretary of State he often said that the appointees to the consular service should speak they were appointed. An enterprising western politician

who desired to serve at a Chinese port presented his papers to Mr. Olney. The Secretary remarked: "Are you aware, sir, that I never recommend a consul-unless he can speak the country's lan-guage? Now, I suppose you do not speak Chinese?" The westerner grinned broadly.
"If, Mr. Secretary," said he, "you will ask me a question in Chinese, I shall be happy to answer it." He got the job.

Only a Matter of Time.

rom the Boston Transcript.
"She told Tom she simply could not make up her mind to be the wife of a

NO DISORDERS DUE TO LOCAL STRIKE

(Continued from First Page.)

ing that those on leave or off duty refrain from leaving the city and suggesting that they keep in touch with the department for emergency duty, Maj. Pullman, superintendent of police, was at headquarters yesterday morning before daybreak. He remained on duty all day and most of the night, not leaving headquarters until about 2 o'clock this morning, and three hours later he was again at his desk. Fearing early morning trouble at some of the barns or other places where the strikers are congregating, the superintendent of police had ten detectives report for duty at 4 o'clock this morning.

No Active Service Required. the homes of most of the ten-men and trict Supreme Court in part and re-

morning emergency duty were Harry R. Warren, W. O. Embrey, William Messer, J. E. Grant, G. E. Burlingame, F. M. Cornwell, Howard Vermillion, J. E. Armstrong, Charles A. Evans and E. W. Boyle. Detective Patrick O'Brien. who was on regular night duty, also was a member of the squad.

At the 13th and D street office, the terminus of the Georgetown-Mount Pleasant street line, a crowd of about twenty-five men and boys congregated shortly before 9 o'clock this morning, some of the boys shouting "scab" at the office men within the small building. No disorder further than this was reported, however.

Things were absolutely quiet at the big barns at 14th and East Capitol streets this morning. Two or three policemen, including one mounted man, remained around the barns for some time, but had nothing to do, as the Passengers on a City and Suburban filing the suit. car at Rhode Island avenue and 13th would be impossible at this time to determine the extent of future damo'clock, were alarmed and excited age. It is also possible, it is suggesting the damage when a stone was hurled through a ed, that the defects causing the damage may be cured and further trouble when a stone was hurled through a window. The car was No. 581, and was westbound, a number of the passengers being homeward bound from trips to the homes of friends in the suburbs. Mrs. Alice R. Plant, 627 Upshur street northwest, and Mrs. Samuel F. Harris, 318 14th street northeast, passengers, were slightly cut by broken glass. Motor Cycle Policeman Charles G. Barteman of the tenth precinct made an investigation of the incident. He was unable to get any information as to the identity of the individual who threw the stone.

Car Window Smashed.

The police of the sixth precinct in-vestigated the affair, but were unable to learn who it was who smashed the

Instructions to Police.

Maj. Pullman this morning announcsued yesterday would guide the police work during the strike. It is stated in the order that peaceful assemblies will that part of the order the superintendent said that strikers will not be

will be no need for swearing in additional policemen.

"We have a fine type of men employed on our street car lines, as compared with those of other cities," he said, "and I have visited most of the larger cities in this country. The police observations at the barns and other places thus far has indicated a general compliance with the injunctions against violence and disorder."

Maj. Pullman said he had his full force at work. Unfortunately, however, he stated, about three dozen policemen are on the sick list. Many are on the road to recovery, he said, and he thought some of them soon would return to duty.

Real Estate Transfers.

WIDOW'S MITE—George G. Cornwell et ux. to James H. Gore, lot 275; \$10; stamps, \$3.50. KALORAMA HEIGHTS—Elizabeth J. ALORAMA HEIGHTS—Elizabeth J. Somers to Elleanor Lutz Bolling, part lots 1 and 9, block 18, Kalorama Heights, and part lots 28 and 29, Widow's Mite; \$10; stamp, \$5. Same to Tucker K. Sands. part lot 1, block 18, Kalorama Heights, and part lot 29, Widow's Mite; \$10; stamp, \$5. GOS. 1230 AND 1332 16TH STREET NORTHWEST—James F. McGee et ux. to Harry Wardman and Thomas Bones, lots 12 and 13, square 181; \$10; stamps, \$20.

Not Greatly Affected.

rom the Louisville Courier-Journal. "The doctor says these clothes will ruin my health."

"What of it, my dear?"
"I didn't suppose the old fogy ever noticed the styles."

STREET RAILWAY'S SUIT FOR DAMAGE SUSTAINED

Terminal and P., B. & W. Companies Held Responsible for Sinking of W. R. & E. Tracks.

The District Court of Appeals, in an pinion by Justice Robb, today declared that the Philadelphia, Baltimore and Washington Railroad Company and the struction of the underground tunnel to at the American Federation of Labor Union station. The court affirmed the today. decision of Justice Gould of the Dis-

Limitation of Damage.

The higher tribunal also concurred in the ruling of Justice Gould that the street railroad's right of recovery should not be for all damages, present and future, but must be limited to the actual cost of repairs up to the time of

STRAIN OF GOVERNMENT WORK Impossible to Set a Rigid Standard of Hours for All.

To the Editor of The Star: There is one phase of the subject in connection with the Borland proposi tion to prescribe a day of eight hours for the department employes which I have not seen touched upon. It is ac G street in front of Typographical cepted universally that brain work Temple yesterday afternoon about 4 o'clock obserevd a crowd of men in the street. The men surged against the car, addressed the conductor and broke one of the windows, frightening the passengers.

A member of the police force who was aboard a car that was moving slowly through the crowd declared that the motorman was called "scab," and that one member of the crowd called "Pull him off." The window was broken by a man who used a cane or stick, the policeman stated.

No further trouble was experienced. The police of the sixth precinct investigated the conductor and broken down at a comparatively early age because of the strain on their mental faculties, but we see any day the unskilled laborer hale and hearty at three score or more. In private business life in the affairs of great business institutions the men who are at the top have comparatively short working hours. But when at work their intellects are intensely concentrated upon the direction of the interests which are intrusted to hear of men who have broken down the men who are at the top have comparatively short working hours. But when at work their intellects are intensely concentrated upon the direction of the interests which are intrusted to them, and most of them go home weary and fagged out with perhaps three or four or five hours' application. The man who merely does addition, subtraction and division has tiresome work if prolonged, and it is monotonous, but it is not sapping at his brain. It is the man who has responsibility, who is on the stretch without intermission, whose reputation is at stake if he commits errors, of whom too much in the way of labor should not be exacted.

cted. I think all these considerations weigh not be disturbed, and in explanation of that part of the order the superintendent said that strikers will not be molested when they gather in groups to discuss the situation unless they become disorderly or troublesome. No application for a permit to speak has been received, the superintendent stated. It was made clear by Maj. Pullman It was made clear by Maj. Pullman that a comparatively small percentage It was made clear by Maj. Pullman that a comparatively small percentage of the force is employed on the strike at this time, and that the city has not been "uncovered". to such an extent that it will be easy for thieves to operate.

"A strike always attracts hoodlums and a lawless element from other cities," said Maj. Pullman, "and it is up to the householders not to be careless in guarding their property. There are many men who make a practice of following strikes, and such persons are undesirables."

Maj. Pullman suggested that persons who leave their homes at night should make provision for the care of their government cannot be standardized to dake makes it necessary to do their work all over again. I might give other illustrations to show that the work of the government cannot be standardized to mete out justice to all the employes.

"Rough Stuff" Not Anticipated.

Discussing the strike situation, Maj. Pullman said that if the men follow the instructions given them there will be no "rough stuff" pulled off. He said he had been advised that the men were told not to become violent, and if these instructions are complied with there will be no need for swearing in additional policemen.

"We have a fine type of men employed on our street car lines, as compared with those of other cities," he said, "and I have visited most of the larger cities in this country. The police observations at the barns and other places thus far has indicated a general compliance with the injunctions against violence and disorder."

Maj. Pullman said he had his full

Uncle Sam's investments in forests are bringing direct returns, which are increasing every year.

Spencer Heaters

NSURE against rising coal prices. Anthracite Mine Owners publicly state they "cannot get more for small sizes" of hard coal, such as are burned by "Spen-cer Heaters," "because they are in competition with bituminous coal."

LOUIS G. VANCE. Builders' Fxchange, Baltimore

suffer from constipation, treat it at the source:-the liver. Brentsood

DENIAL OF STRIKE

Labor Leaders Say No Effort Will Be Made to Force Shutdown.

Talk of a strike being organized at Washington Terminal Company jointly the power plants from which the are responsible for the damage in- street railway companies secure their curred by the Washington Railway and power, and the report that effort to Electric Company to its tracks by rea- prevent a coal supply, which would son of the sinking of the roadway of force these plants to shut down, are 1st street east as a result of the con being made, were given official denial

L. A. Sterne, national organizer, said accompanied them to headquarters, where the early morning hours were spent lounging on benches or desks. It did not become necessary for them to respond to a call, members of the precint squads attending to the two reports of interference with the railway tracks.

The detectives who reported for early morning emergency duty were Harry

Versed it in part.

The appellate court held that it was error for the trial court to exonerate the trial court t ployed in these power plants that any ity for it.

Called "Unjust Suspicion." "If a general sympathetic strike is declared I believe we will have the support of all trade unionists and that these steam engineers will be with us; but until such time I do not feel that their position should be misstated or that they be placed under unjust sus-

This statement was made, it is said, This statement was made, it is said, as a result of persistent rumors that the Benning power plant of the Potomac Electric Power Company was likely to be the scene of a strike at any moment. This plant furnishes practically all the electricity sold by the power company, and furnishes power for all the lines of the Washington Railway and Electric Company.

Reason Given for Rumor. The fact that the street car lines

and the power plants are interlocking companies is the reason that these reports have been circulated. Most of the engineers of the power

company are affiliated with the Intercompany are affiliated with the International Steel and Operating Engineers' Union, Local No. 99, and the National Association for Steam Engineers. While the great mass of employes, especially in the lower grades, are not organized, it is claimed, they are in sympathy with the carmen.

L. E. Sinclair, general superintendent of the power company said this after.

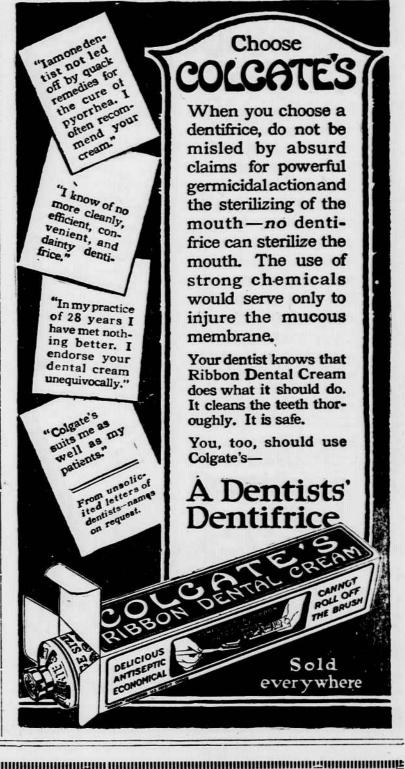
of the power company, said this after-noon: "The company does not antici-pate any trouble. We do not know of any dissension among any of the light company's employes. We do not see any possibility of the company's emany possibility of the company's em-ployes going out in sympathy with the street car conductors and motormen. "Our employes are mostly old men, many of them have been about twenty years in service and are nearing the pension age. Our experience is that this class of men stick pretty close to their jobs. "As we are not anticipating trouble

we are not preparing to meet it. The

report that we are prepared to throw into service our emergency plant at the 14th street station is not true. We have been making no such preparation.

"We have about 450 employes," he said "They are not organized, so far as we know. For them to strike would be a surprise to us."

The Capital Traction Company is supplied with power for its lines from plants at Wisconsin avenue and K street, Georgetown and Chevy Chase, Md. These employes apparently are supplied with power for its lines from plants at Wisconsin avenue and K street, Georgetown and Chevy Chase, Md. These employes apparently are Employes, also denied emphatically that any effort was being exerted to bring Md. These employes apparently are any effort was being exerted to be not organized. They said that they did not think a strike was likely.



Edmonston's "Foot Form" Boots



-the most healthful-most exhilarating form of exercise-may be indulged in with comfort and enjoyment when you wear

Edmonston's "Foot Form" Boots



UR scientifically designed, perfect-fitting "Foot Form" Boots are absolutely essential to the comfort and happiness of all who indulge in walking or who are much on their feet.

There's a specially designed "Foot Form" last to correct and cure every form of foottrouble-a properly shaped, perfect-fitting "Foot Form" Boot to fit and comfort any

Make up your mind to walk more this spring and summer for your health's sake. Let your first step be to consult our professional shoe fitters about the needs of your feet and have the proper "Foot Form" Boots fitted to insure permanent

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